OCEANOGRAPHIC UNIT TWO
USNS DUTTON (T-AGS-22)
FLEET POST OFFICE
SAN FRANCISCO 96663

~~SECRET~~

OCU2/XO:rgc
5750
Ser S2-81
1 MAR 1981

~~SECRET~~ - Unclassified upon removal of enclosure (3)

From: Commanding Officer, Oceanographic Unit TWO (UIC 0338A)
To: Director of Naval History (Op-98BH)

Subj: Oceanographic Unit TWO 1980 Command History

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic History
(2) Documentary Annex Listing
(3) Documentary Annexes

1. Enclosures (1) through (3) are submitted in accordance with reference (a).

(b)(6) [redacted]

R. E. DELGADO

Copy to: (w/o encl (3))
CO NAVOCEANO (Code 026)

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OCEANOGRAPHIC UNIT TWO BASIC HISTORY - 1980

1. Command Organization.

a. Commanding Officer and Dates of Command.

Lieutenant Commander Michael A. McCALLISTER, USN,
(b)(6) [redacted] /1800, 4 September 1979 to 14 September 1980.

Lieutenant Commander Robert E. DELGADO, USN,
(b)(6) [redacted] /1800, 14 September 1980 to present.

b. Mission and Function. The mission of Oceanographic Unit TWO is to conduct hydrographic survey operations in the North Pacific Ocean in support of the Ocean Survey Program. Oceanographic Unit TWO is permanently embarked on board USNS DUTTON (T-AGS-22).

c. Command Relationships. Administrative and type command functions are exercised by Commanding Officer, Naval Oceanographic Office. Technical support for survey equipment is as follows:

Gravity and Magnetics:
Naval Oceanographic Office
Bay St. Louis, MS

Communications:
Naval Electronic Systems Engineering Command
Washington, DC

All other Survey Equipment:
Naval Air Development Center
Warminster, PA

Oceanographic Unit TWO reports operationally and administratively to the Commanding Officer, Naval Oceanographic Office. Survey systems cognizance is under the Commander, Naval Air Development Center. USNS DUTTON reports operationally and administratively to the Commander, Military Sealift Command, Pacific.

d. Homeport. Oceanographic Unit TWO is permanently homeported in San Francisco, CA.

e. Composition. Oceanographic Unit TWO is composed of three groups of personnel:

(1) Naval officers and enlisted men.

(2) Civilian Oceanographers and Geophysicists from the Naval Oceanographic Office (NAVOCEANO).

(3) Civilian Technician Representatives.

Enclosure (1)
UNCLASSIFIED

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f. Oceanographic Unit TWO Allowance.

Officers:	3
Enlisted:	25
NAVOCEANO Personnel:	10
Civilian Technicians:	4

2. Chronological Summary of Oceanographic Unit TWO Operations.

01 JAN - 25 JAN:	Underway for SURVOP 03-80
25 JAN - 01 FEB:	Inport Yokosuka, JA for routine port visit.
01 - 22 FEB:	Underway for SURVOP 04-80
22 - 26 FEB:	Inport NSC Oakland, CA for routine port visit.
26 FEB - 01 APR:	Triple A Shipyard, Drydock #3, Hunter's Point, San Francisco, CA for ROH.
01 - 05 APR:	Shift to NSC Oakland, CA
05 - 06 APR:	Underway for Port Hueneme to take on fuel.
06 APR:	Inport Port Hueneme, CA for refueling.
06 - 09 APR:	Underway for NAVAIRDEVCEN-sponsored sea trials.
09 - 11 APR:	Inport NSC Oakland, CA for routine port visit.
11 - 23 APR:	Underway for SURVOP 05-80.
23 APR - 01 MAY:	Inport Seattle, WA for routine port visit.
01 - 29 MAY:	Underway for SURVOP 06-80
29 MAY - 05 JUN:	Inport Seattle, WA for routine port visit.
05 JUN:	Shifted berths to Manchester, WA to take on fuel.
05 JUN - 03 JUL:	Underway for SURVOP 07-80
03 JUL - 09 JUL:	Inport Seattle, WA for routine port visit
09 JUL:	Shifted berths to Manchester, WA to take on fuel.
10 JUL - 07 AUG:	Underway to conduct USNS DUTTON PHASE III inspection/SURVOP 08-80
07 - 13 AUG:	Inport Seattle, WA for routine port visit.
14 AUG:	Shifted berths to Manchester, WA to take on fuel.

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14 AUG - 11 SEP:	Underway for SURVOP 09-80
11 SEP - 19 SEP:	Inport Portland, OR for routine port visit.
19 SEP - 16 OCT:	Underway for SURVOP 10-80
29 SEP:	Rendezvous with USCGC POINT LEDGE off Fort Bragg, CA for MEDIVAC of Ship's Carpenter.
16 - 23 OCT:	Inport Seattle, WA for routine port visit.
23 OCT:	Shifted berths to Manchester, WA to take on fuel.
23 OCT - 19 NOV:	Underway for SURVOP 01-81
19 - 27 NOV:	Inport Pearl Harbor, HI for routine port visit.
22 NOV - 22 DEC:	Underway for SURVOP 02-81
22 DEC - 31 DEC:	Inport Port Hueneme, CA for routine port visit.

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OCEANOGRAPHIC UNIT TWO
COMMAND HISTORY DOCUMENT LISTING

LETTER/SERIAL/DATE	REPORT SUBJECT	ENCLOSURES
S1-80 of 25 JAN 80	SURVOP 03-80	(1, w/o narrative), (2)
S4-80 of 21 FEB 80	SURVOP 04-80	(1, w/o narrative), (2)
S5-80 of 24 APR 80	SURVOP 05-80	(2), (5)
S6-80 of 04 JUN 80	SURVOP 06-80	(1, w/o narrative), (2), (6)
S7-80 of 06 JUL 80	SURVOP 07-80	(1, w/o narrative), (2), (6)
NAVOCEANO ltr ser 026/180498 3160 of 24 JUL 80	Command Inspection	(1)
S8-80 of 14 AUG 80	SURVOP 08-80	(1, w/o narrative), (2)
S9-80 of 11 SEP 80	SURVOP 09-80	(1, w/o narrative), (2)
S10-80 of 16 OCT 80	SURVOP 10-80	(1, w/o narrative), (2)
S11-80 of 20 NOV 80	SURVOP 01-81	(1, w/o narrative), (2)
S12-80 of 23 DEC 80	SURVOP 02-81	(1, w/o narrative), (2)

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7 AUG 1980

U.S. NAVAL OCEANOGRAPHIC OFFICE
NSTL STATION
BAY ST. LOUIS, MISSISSIPPI 39522

IN REPLY REFER TO
Ser 026/180498
3160
24 July 1980

Copy pls and →

CO	
XO	
EMO	
[redacted]	
ETC	

From: Commanding Officer, Naval Oceanographic Office
To: Commanding Officer, Oceanographic Unit TWO

Subj: Command Inspection of Oceanographic Unit TWO; report of

Ref: (a) NAVOCEANOINST 5041.2A

Encl: (1) Deficiency List

1. A Command Inspection of Oceanographic Unit TWO was conducted in accordance with reference (a) on board USNS DUTTON (T-AGS 22) in Seattle, Washington during 8-9 July 1980. The inspection party consisted of:

LCDR (b) (6) [redacted]
SK1 (b) (6) [redacted]
Mr. [redacted]

2. The Medical Department section of the inspection was conducted by MSCPAC and will be reported as part of the overall DUTTON inspection.

3. Oceanographic Unit TWO was well prepared for this inspection and is assigned an overall grade of EXCELLENT. Minor deficiencies are listed in enclosure (1). The following areas merit special recognition as being OUTSTANDING:

Administration
Financial Management

(b) (6) [redacted]

By direction

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DEFICIENCY LIST

COMMUNICATIONS

1. The COMTAC Publications Library is not being properly maintained in accordance with NWP-0. Of particular concern is the entry and recording of changes to publications.

SUPPLY

1. A random check of stock record cards showed a 90% accuracy rate for quantity and a 100% accuracy rate for location. However, there is no established inventory schedule. A written schedule should be instituted in accordance with NAVSUP P-485, paragraph 6062 and 6064.

2. A number of stock record cards were found to be incomplete. After every issue from stock the NAVSUP 1114 stock record card should be reviewed for completeness of information against the latest Management Listing, Consolidated (ML-C).

3. Stock record cards should be reviewed and filed into SIM and NON-SIM decks in accordance with NAVSUP P-485, paragraph 6168. If the Supply Officer wishes to maintain a consumable stock deck as a tool to manage consumable material, it should be kept separately.

4. There is no system for screening shelf life material. Stock record cards for shelf life items should be annotated with the shelf life code and shelf life action code. All shelf life material should be inspected periodically for condition and expiration dates in accordance with NAVSUP P-485, paragraph 4664.

5.a. Two controlled equipage cards for stop watches were not numbered in accordance with NAVSUP P-485, paragraph 6092. Cards in question were not numbered at all.

b. Two items of controlled equipage had been surveyed but the action had not been posted to the custody cards. Items are calculator serial number B729312 and A. B. Dick copier serial number 597548. Upon transfer or survey of controlled equipage pertinent information should be posted to the custody record in accordance with NAVSUP P-485, paragraph 6092.

6. The expenditure record log should be divided into two parts in accordance with NAVSUP P-485, paragraph 5002. One section for expenditure document numbers for all transfers and surveys less mandatory turn-in repairable (MTR) items and a section for MTR items.

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ELECTRONICS

1. Test equipment is not properly stowed to prevent damage, especially during rough sea conditions.

GENERAL APPEARANCE

1. Unit spaces are in generally good repair and present an excellent appearance with the exception of HYDRO PLOT which needs closer attention to general housekeeping and neatness by personnel working in that space.

2. There is a large amount of equipment and material that is not properly stowed and secured for sea.

IN PORT!

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